

Safety Communique

Beech
Hawker

August 1998

Revised November 1998

TO: ALL OWNERS AND OPERATORS, RAYTHEON AVIATION CENTERS, CHIEF PILOTS, DIRECTORS OF OPERATIONS, DIRECTORS OF MAINTENANCE AND ALL RAYTHEON AIRCRAFT AUTHORIZED SERVICE CENTERS, AND INTERNATIONAL DISTRIBUTORS AND DEALERS.

MODELS: BEECH BONANZA A36, Serials E-3058 through E-3156, E-3158 through E-3170, E-3172 through E-3177, E-3180 through E-3185, E-3187 through E-3198, E-3200 and E-3202; B36TC, EA-594 through EA-610, EA-613, EA-615, EA-616, EA-618, EA-619, and EA-621; BARON 58, Serials TH-1806 through TH-1840, TH-1842 through TH-1854, TH-1856 and TH-1860 through TH-1867 and TH-1870; KING AIR C90A, Serials LJ-1459 through LJ-1504, LJ-1506 through LJ-1523, LJ-1525 through LJ-1530; B200, Serials BB-1551 through BB-1591, BB-1593 through BB-1622, and BB-1624 through BB-1627; B300 (350), Serials FL-152 through FL-179, FL-181 through FL-187, FL-189, FL-190, FL-192, FL-194, FL-196 through FL-205, FL-207, FL-210, and FL-211; AND AIRLINER 1900D, Serials UE-1 through UE-319, UE-321, UE-323 through UE-328, UE-330, and UE-332

SUBJECT: LOSS OF AILERON AND ELEVATOR CONTROL

This Safety Communiqué is being revised to change Serial/Number Effectivity. This change is necessary due to a report of an On-Ground recurrence of flight control "T" column interference with electrical wiring forward of the instrument panel on an airplane beyond the ending effectivity of the original Safety Communiqué dated August 1998.

A report has been received that, shortly after takeoff for a training flight, the crew of a low time 1900D Airliner suffered temporary loss of both aileron and elevator control due to a restriction of the control column. The crew further reported that, following several hard "jerks" on the control wheel, the system freed and full control was restored. An air turn back was accomplished followed by an opposite direction landing. No injuries or aircraft damage were reported.

Maintenance personnel reported that, upon examination, it was found that electrical/avionics wiring located forward of the instrument panel had become entangled in the flight control system "T" column. This affected both aileron and elevator control.

Raytheon Aircraft Company has also received additional reports of chafing of electrical wiring, ducting, and plumbing on flight control system components located forward of the instrument panel on other Beech models.



This Safety Communiqué is being issued to advise all owners/operators of affected Bonanza, Baron, King Air, and Airliner models to inspect for flight control mechanism interference with any component located forward of the instrument panel. This one time inspection should be accomplished as soon as possible following receipt of this Safety Communiqué, but no later than the next 25 flight hours. This inspection need not be accomplished on any aircraft that has been previously inspected in this area in accordance with:

A36/B36TC, 58	Annual or 100 Hr. Inspection Program
C90A/B200/B300	Phase Inspection Program
1900D	Detail Inspection Program
As Required	Approved Aircraft Inspection Program (AAIP)

Particular attention shall be given to assure that no electrical/avionics wiring, wiring bundles, air ducting, plumbing (both hard and soft lines), etc., are, or can come, in contact with any part of the flight control mechanisms located forward of the instrument panel. The aileron and elevator system must be moved through its full range of travel while this inspection is being performed. Any item that may contact any part of the control mechanisms located forward of the instrument panel shall be secured clear of this mechanism in accordance with best shop practices. Any time maintenance is performed forward of the instrument panel(s) in the area of the flight control system components on any Beech aircraft, an inspection for interference through the full range of travel of the control column should be performed as specified by the above listed Inspection Programs.

It should be noted that the requirement for pilots to move flight controls through the full range of travel prior to every flight is an important procedure for any airplane, not just Raytheon/Beech airplanes. This rule is one to which every pilot must strictly adhere.

Warranty credit of 1.0 hour will be allowed for the inspection of each airplane affected by this Safety Communiqué accomplished in a Raytheon Aircraft Company Authorized Service Center or other facility approved for Raytheon warranty work. All warranty reimbursements are handled through an Authorized Service Center or direct to Raytheon Aircraft Company. After the inspection, if any repairs are a result of this Safety Communiqué, a standard warranty claim form must be submitted to Raytheon Aircraft Company referencing SC 98-149.